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Regional Transportation Operations Coalition / ATTF

Meeting Notes
Thursday, December 20, 2012
9:30 am
Teleconference # 1-800-747-5150, Access Code 3868711

Cook County Conference Room 233 S. Wacker Drive, Suite 800 Chicago, Illinois

Present: Claire Bozic Chair-CMAP, Chris Staron-NWMC, John Dillenburg-UIC, , Tom Szabo, Kane County DOT (Phone), Jon Nelson, Lake Count DOT, Scott Lee-Delcan, Matt Letourneau-URS, Tara Fifer-CCHD, Mark Pitstick-RTA, Gerrry Tumbali-RTA, David Zavattero-CDOT, Christina Kupkowski-WCDH, Chris DiPalma-FHWA, John Benda – Illinois Tollway, Chuck Sikaras – IDOT, Kevin Price – IDOT, Bruce Carmitchell – IDOT, Ken Selvig – GTT, Dave Ziesemer – DuPage County DOT, Jeff Hochmuth – CDM Smith, Ken Glassman – Jacobs, Austin Provost – JA Watts, Phoebe Wu – Cook County Highway Dept., Andy Hine – City of Naperville, Steve Travia – IDOT, Mike Bolton – Pace (Phone)

Staff Present: Thomas Murtha, Dan Rice, Doug Ferguson

1.0 Call to Order

Claire Bozic, Chair called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

There were not agenda changes or announcements.

3.0 Approval of Minutes – October 10, 2012

The minutes were approved.

4.0 PSAP Brief

Mr. Murtha provided an overview of a brief on PSAP to transportation operator data integration prepared by CMAP staff with the assistance of Delcan Corporation. The brief described why there is a need for PSAP to transportation operator integration, successful regional examples of integration, challenges and solutions to integration, and next steps. Along with the brief CMAP staff distributed a PSAP working county inventory and map.

Currently transportation operating agencies use a variety of technologies to detect and verify incidents that occur on their transportation systems. These technologies generally

do not cover the entire system agencies are responsible for operating and are not 100% accurate at identifying an incident. The PSAP to transportation operator data integration will allow transportation operating agencies to have timely accurate information for events that occur on the transportation system. It will also allow them to coordinate better with emergency response teams, improve traveler safety through traveler information systems currently in place, and reduce congestion and clearance times. New federal regulations set to begin in 2014 also require the timely and accurate dissemination of traffic incident data.

The Illinois Tollway and Illinois State Police District 15 have successfully integrated a Computer Aided Dispatch (CAD) system with a traffic operations center. Lake County Division of Transportation has also established connections to PSAP operators within the county. Other agencies, including Kane County Division of Transportation and Chicago DOT, have begun the early efforts to develop integrated systems.

Both parties must have a complete understanding of what information is required from each other, how it will be shared, and with whom it will be shared. Many questions and solutions will arise throughout the process, but with the right people involved the integration process should be successful for both parties. Formal operational policies and agreements are usually required for PSAP-to-transportation operator integration.

Regional transportation operators, with CMAP support will need to reach out to the PSAP community. The identification and outreach to targeted members of the PSAP community is important to the success of PSAP-to-transportation operator integration.

CMAP would like RTOC on how to process with the brief. Gerri Tumbali suggested that CMAP and RTOC identify a candidate PSAP and set up a meeting with key RTOC members. John Benda suggested that the brief should not be blindly sent to PSAP coordinators in the region. CMAP and RTOC should take a more strategic approach. The group suggested contacting key stakeholders in the PSAP community. CMAP was advised to contact the Illinois chapters of the National Emergency Number Association (NENA) and Association of Public-Safety Communications Officials (APCO). Tom Szabo also informed the group that Kane County Division of Transportation was going to put in a CMAQ proposal for PSAP integration with Kane County Sherriff Department.

5.0 CMAQ

CMAP staff reminded the group that February 8, 2013, is the deadline for submitting proposed CMAQ projects. Project sponsors should have proposed projects submitted to the council of mayors on January 28, 2013, to ensure that project applications are complete and all necessary materials are included in the CMAQ project application. CMAQ applications and supporting materials are available on the CMAP website.

In the past year, there has been an update to the CMAQ programming and management policies. Phase 1 engineering is no longer eligible for CMAQ funding. Transit projects will be funded at 50% and phase 2 engineering of

signal interconnect projects will not be eligible for CMAQ funding. Construction will be funded at 80%. CMAQ programming and management policies were updated due to a number of projects getting funded and then stalling midway through the process, which caused the CMAQ program to have continually high unobligated balance issues. More information on the CMAQ changes can be found on the CMAQ webpage (http://www.cmap.illinois.gov/cmaq/active-program-management-policies).

Tom Murtha told the group that direct identification of CMAQ projects is still available and that the CMAP continues to work on an arterial speed data set, which will not be ready for this CMAQ process. The unofficial deadline for focus group identified project is April 30, 2013.

6.0 ITS Architecture Update

CMAP staff is in the process of updating the Regional ITS Architecture and will be reaching out to agencies in the near future to set up one-on-one meetings to discuss projects that need to be added, changed, deleted, or updated to complete in the regional architecture. Chris DiPalma mentioned that the FHWA has a regional ITS architecture assessment checklist available.

7.0 Congestion Management Process

Mr. Murtha informed the group that the Congestion Management Process (CMP) document is currently being reviewed internally and will be advancing through the CMAP committee structure for final approval. The CMP continues the policies developed for Go To 2040, the regions comprehensive plan. The CMP is required by federal legislation and any transportation projects that receive federal funding and increase capacity for single occupant vehicles has to be derived from a CMP. The CMP document is available on the RTOC minutes webpage (http://www.cmap.illinois.gov/reigonal-transportation-operations-coalition/minutes) for review. January 9, 2013, is the deadline for any comments regarding the CMP document.

8.0 Bottleneck Discussion

In November the Federal Highway Administration (FHWA) Office of Operations hosted a workshop on the Localized Bottleneck Reduction (LBR) Program in Chicago. The workshop provided an overview of the LBR program, successful sample projects from other states, and discussed where the region was and where it may go in the future. Many RTOC participants attended the workshop. Towards the end of the workshop participants began discussing bottlenecks around the region and it was suggested that the group maintain a list of localized bottlenecks in the region.

Staff is seeking the direction of RTOC participants on the feasibility and need of tracking major bottleneck locations in the region. Chris Dipalma shared that the LBR program is a federal focus area and RTOC is the most appropriate venue to discuss and address the relief of localized bottlenecks (not large mega projects). The group agreed that maintaining a list would be a good idea and could potentially identify future CMAQ gap projects.

RTOC participants were asked to send a list of known bottlenecks on their system to Todd Schmidt by February 26, 2013. Staff will compile the list of bottlenecks. Next steps will be discussed at a future RTOC meeting.

9.0 Signal Database

RTOC will discuss the signal database at the next meeting.

10.0 Other Business

RTOC participants are invited to share operations related projects that are currently being developed or deployed in the region to be featured on Green Signals, CMAP's transportation operations blog.

11.0 Next Meeting: The next meeting was scheduled for Wednesday, March 6, 2013, at 9:30 a.m.

12.0 Adjournment 11:30 a.m.

Respectfully submitted

Todd Schmidt Committee Liaison